

The piers shown are supposed to be pile-work structures with arrangements to guide the currents as described. The little crosses represent blocks of warehouses, 200 feet square each.

Above paragraph, at bottom page 12, add:

Map 4 shows the position of Turbleton and railways present and prospective. Special attention is called to the B line from Quebec to St. John through Metgormette, Mattawamkeag and St. Stephen, following the valley of the upper Penobscot River in part of its course.

Another proposed piece of railway (left out of the map) would run from Moncton to Pugwash by the Gulf Shore, giving improved connection with Cape Breton.

When the western boundary of New Brunswick is a straight line it runs due north so the map should be looked at diagonally.

In Scheme 6, after the words "may be in rock," add a note:

*Note.*—This has since been tested and little or no rock found. These piers and those opposite on the east side should be built making an obtuse angle with the channel running out as shown on Map No. 1 instead of as shown on Map 2. Mr. E. T. P. Shewen, M. Can. C. E., has proposed that this line of docks on the west side should be swung back to give extra room in the harbour at this point, but the writer would rather advocate carrying the dredging further in on the east side thus giving extra harbour room while keeping the piers on the west side as long as practicable and insuring good railway yard room behind.

On page 14, in the sixth line, after the word "harbour," add:

The C. P. R'y will probably relocate their line from the Cantilever Bridge to the I. C. R. station, obtaining a reasonable grade, and if it were carried nearer the head of the timber ponds, running through a short tunnel, where shown, it would give space for a second long wharf near the I. C. R. terminus.

The railway should be carried along near the water front on the East Side of the present harbour, perhaps elevated over Water Street.

The east side of Dock Street, or its continuation, Mill Street, should be carried on in a straight line parallel to George Street, from Union to Pond Street, thus widening out and giving space for starting an elevated roadway on the hill leading to the station, to run along Mill Street over the railway tracks, widening again at the corner of Main Street, to let it descend to and connect with the present level of the street. Other improvements as shown in Map 2 (especially, etc.).

*Note.*—All the terminal railways within the port limits should be vested, by lease or otherwise, under one company or commission,